

Office of History  
HQ 82d Training Wing  
Sheppard AFB, Texas

1 July 2006

A  
BRIEF  
HISTORY  
OF



SHEPPARD AFB  
AND THE  
82D TRAINING WING

**Emblem:** First approved for use by the 82d Fighter Group on 4 November 1957. The wing has used this emblem since February 1973. Effective 16 November 1994, HQ USAF approved a revised version of the emblem, one without a roundel. The above drawing shows the newly revised emblem.

**Description:** Per bend or azure, three lightning flashes conjoined per bend issuant from dexter chief throughout argent, gules, and yellow, between in chief three fleurs-de-lis blue two and one and in base, eleven mullets in bend of the first six and five; all within a diminished bordure of the like.

**Significance:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The conjoined lightning bolts represent the three parts of the air defense team and together symbolize aerial striking power. The colors of the lightning flash denote the colors of the 82d Fighter Group's original squadrons. The fleurs-de-lis reflect the three distinguished unit citations which the group received in World War II and which have since been temporarily bestowed on the wing. The stars signify the battle honors awarded to the group for World War II service and now temporarily bestowed on the Wing.

**Motto:** *Adorimini* -- Up and at'em!

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## **A SHORT HISTORY OF SHEPPARD AIR FORCE BASE**

### **Wing Chronology**

- Jan 03      The 882d Medical Group's Medical Readiness Training Section developed a 5-day formal Expeditionary Medical Readiness Course for the Air Force Reserve Command to be taught at Sheppard.
- 21 Apr 03    The 82 TRG created a new Maintenance Course for Operational Commanders. The group designed the course to teach flying squadron commanders the limitations and capabilities of aircraft maintenance organizations.

In the crisis-laden months prior to Pearl Harbor, the rapid expansion of technical training threatened to overwhelm the small peacetime Army Air Corps Training School headquartered at Chanute Field in Illinois. In mid-1940, the school encompassed three Army bases: Lowry Field, Colorado, which taught photography, armament, and clerical courses; Scott Field, Illinois, which was responsible for communications training; and Chanute, where all other technical training courses resided.

In July 1940, Maj Oscar Beal and Capt Joe A. Miller, both stationed at Chanute, landed at Kell Field, the municipal airport at Wichita Falls, Texas. Their trip was made in response to a letter that Maj Gen Rush B. Lincoln, the Commander of Air Corps Technical Training Command, had received from Washington. In that letter, General Lincoln had been asked to provide an evaluation of Call Field as a potential location for a technical training school. Call Field had been an Army World War I flight training base located on what is now called Call Field road. During their brief stop, the two officers met with Fulcher Armstrong, manager of Kell Field, and toured the local area to examine possible sites for a large Army Air Corps training school.

Buoyed by the arrival of the two Army surveyors, the Chamber of Commerce solicited funds to acquire options on a number of tracts of land. The city acquired a six-month option on 650 acres of land in the immediate vicinity of Wichita Falls. To John C. Boyd, the Chamber of Commerce's Industrial Division Manager, fell the task of determining the site most suitable for an Air Corps flying base. He identified two plots of land near the Missouri-Kansas-Texas Railroad owned by Joseph A. Kemp and Frank Kell, two prominent area businessmen, plus two additional sites near the rail line on the southern and eastern edges of the city.

On 28-29 November 1940, General Lincoln met with local business leaders and toured the four potential base sites. The area that most impressed him was several hundred acres of flat land near the present day Sheppard hospital. He liked the flat landscape because it was near the 3,000-foot runway at Kell Field, which could provide Air Corps personnel and pilots easy access to the proposed installation.

On 6 December 1940, Sidney Kring, the manager of the Wichita Falls Chamber of Commerce, flew to Chanute Field to present the city's formal bid for a technical school. The effort was successful. On 19 March 1941, the city learned that the War Department had given its final approval for an Air Corps technical approval for an



**Senator  
Morris Sheppard**

Air Corps technical training center. About a month later, on 17 April, Army Chief of Staff Gen George C. Marshall announced that the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.

In May 1941, the first contingent of men arrived at Sheppard Field to design and supervise construction of administrative, technical, hospital, and housing facilities. A 20-man permanent party, lead by Capt Frank Henley and Lt Edward Kemp (no relation to Joseph Kemp) arrived on 14 June 1941 from Chanute Field to establish a Post Headquarters and Air Corps Supply Depot. On the same day, the Army Adjutant General's Office officially designated the encampment as Sheppard Field, Wichita Falls, Texas. On 16 July 1941, Col Edward C. Black became Sheppard's first commander.

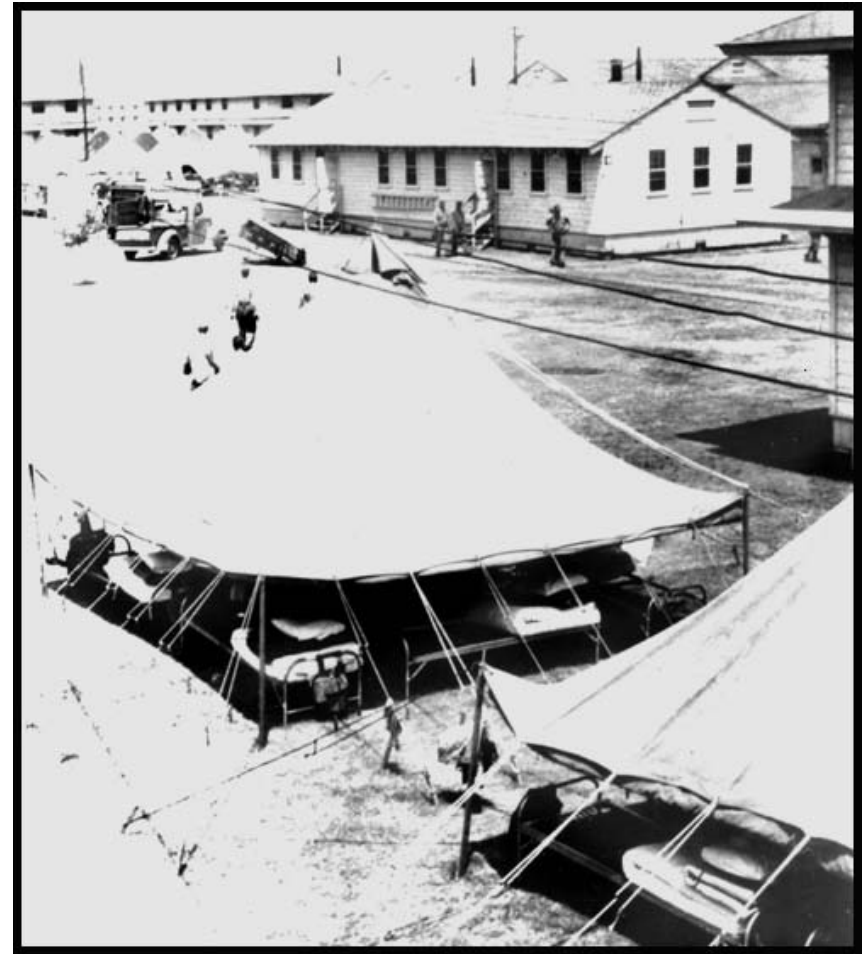
Until wooden barracks could be constructed, early arrivals at Sheppard were housed in a tent city on the west side of Wichita Falls, near the old Wichita Engineering Company. Initially, the War Department had planned to use the training facilities solely for an aviation mechanics school. However, on 19 June 1941, the War Department approved a revised training plan that provided Sheppard Field with a dual mission. Along with its Aviation Mechanics School, Sheppard also would serve as a basic training center. In addition to the 16,122 soldiers originally projected for the aviation mechanics program, basic training added another 10,000.

## Wing Chronology

- |           |  |
|-----------|--|
| Oct 01    | The US Army withdrew from the Dental Training Program at Sheppard AFB and moved to Fort Sam Houston, Texas. The Army cited the high cost of the program as the driving factor for the move.  |
| 1 Mar 02  | The 362 TRS split into two squadrons. The new squadron, designated the 360 TRS, provided maintenance training on heavy aircraft while the 362d retained responsibility for maintenance on small aircraft.  |
| 1 May 02  | A new wing staff agency, Training Operations, began to provide the wing commander a single point of contact for training issues. A number of functions performed at the group level now preside at wing level. They included: Wing and Learning Development Center, International Student Management Center, registrars, the guard and reserve liaison, and faculty development which now came under the 82 TRW. |
| 28 Aug 02 | Sheppard AFB graduated the last class of Basic Loadmaster. The BLM course arrived at Sheppard in the late 1950s from Pensacola, Florida, and moved to Little Rock AFB, Arkansas, and Altus AFB, Oklahoma.  |
| 17 Sep 02 | "Global Training to sustain war fighter capability," Sheppard's new mission and vision statement, was disseminated base wide.  |
| 12 Dec 02 | The final comptroller class graduated at Sheppard as the school moved to Keesler AFB, Mississippi. Comptroller training had come to Sheppard in September 1954.  |

## Wing Chronology

- 3 Jun 96      Physicians Assistant Course graduated last class at Sheppard. The training was transferred to Fort Sam Houston, TX.
- Jan 99        Sheppard became the first AETC base to deploy the Technical Training Management System (TTMS). The 82d, 782d and 882 Training Groups used TTMS in their training for scheduling and in student management of 197 courses.
- 17 Aug 99    The 82d Services Squadron was inactivated. The unit became a Services Division under the 82d Support Group with a civilian Chief of Services.
- 17 Feb 00    The First Term Airman Center opened its doors. Its purpose was to provide a structured program to help airmen transition from a basic training environment to a mission-oriented environment, while still reinforcing important military lessons learned in basic training.
- 20 Jan 01    The 362 TRS developed and provided training for a new course and career field. The 8-week-long 21 M Munitions Maintenance Officers Course covered topics from basic maintenance to advanced storage area and flight line munitions management.
- 1 Jun 01     In an effort to stop the high attrition and washback rates in Biomedical Equipment Training, training officials implemented a new training device. The new training tool, nicknamed BRAINCHILD, utilized a handheld palm computer that enabled students to focus on immediate learning objectives.



**In 1946 when the wooden barracks filled up, there was still room to house additional personnel in tent city.**

### **Aircraft Maintenance and Basic Training**

Base officials had been ordered to begin training on 13 October 1941. Because many of the training materials and mechanics tools had



not arrived, school officials improvised by borrowing tools from the community. Due to construction delays caused by heavy rains, barracks were used as classrooms. In some cases, two or more branches of the Airplane and Engine Mechanics School were forced to operate out of a single barrack. Two hundred twenty students were in the first aviation mechanics course. On 14 October, the Replacement Training Center commenced basic training with an initial core of 400 students. By February 1942, all of the post buildings had been erected, including the six academic buildings and five hangars on the north side of the field.

By the time the United States entered the war on 7 December 1941, the fifth class of aviation mechanics had grown to 800. Under the wartime emergency, Colonel Black added a sixth day of instruction to each of the two eight-hour shifts. With the start of the sixth class on 19 December, the class size was increased to 900 students, but the frequency of class starts decreased from two weeks to 10 days. By April 1942 training officials had to start a class every six days to meet training requirements. By October the school had to implement a 24-hour training day of three continuous shifts to accommodate the more than 7,700 aviation mechanics that Sheppard trained during World War II.

Basic training also experienced a rapid growth. During the first three weeks of January 1942, the number of new recruits jumped from 5,500 to 19,000. To keep pace with the large increase in training requirements, the War Department, in March 1942, authorized an additional \$1.6 million for the construction of more than 30 new buildings at Sheppard Field.

### **Glider Mechanics and Pilot Training**

In the first six months after Pearl Harbor, training officials confined themselves to producing aircraft mechanics. All this changed in September 1942, when Col Henry R. Clagett, who replaced Colonel Black as installation commander, announced the establishment of a Glider Mechanic School at Sheppard Field. The Army's interest in locating glider mechanic training at Sheppard coincided with a growing interest in using gliders to deliver troops to war zones. The CG-4A standard glider was capable of transporting either 15 fully-equipped soldiers or a quarter-ton truck with crew. These powerless aircraft were equipped only with radio sets, wheels, and brakes. Glider mechanics were needed who could perform routine maintenance and, in an emergency, rebuild wrecked gliders.

### **Wing Chronology**

01 Jul 93	HQ USAF redesignated the 82d Flying Training Wing, the organization that had conducted undergraduate pilot training at Williams AFB until its inactivation on 31 March 1993, as the 82d Training Wing and assigned the designation to Air Education and Training Command. HQ AETC activated the 82d Training Wing at Sheppard AFB and assigned it to Second Air Force. The 82d's new mission was to conduct technical training.
23 Mar 94	HQ AETC activated the 782d Training Group and assigned it to the 82d Training Wing. At the same time, the 396th Technical Training Group changed its name to the 82d Training Group, the 82d Medical Group became the 882d Training Group, and the 82d Field Training Group became the 982d Training Group.
30 Mar 94	The wing began providing mission ready technician training, first in the C-141 crew chief course and, a day later, in the F-16 crew chief course. The C-141 program graduated its first class in August, followed in September by the F-16 class.
06 Jan 95	The field training drawdown stopped.
12 Jan 95	The wing graduated its last helicopter maintenance class.
05 Jun 95	Seven-level training began when the wing established an F-15/F-111 Advanced Troubleshooting Techniques course.
30 Jun 95	Between June 1993 and June 1995, Sheppard increased its base population by more than 10 percent--more than at any time since the Korean War.
11 Jul 95	The wing recorded another first when it used its video teletraining capability to broadcast a C-130 Self Contained Navigational Systems course to the field.

## WING CHRONOLOGY

- 01 Feb 73      The Air Force assigned the 82d Flying Training Wing to Air Training Command, and ATC activated the wing at Williams to conduct undergraduate pilot training in T-37 and T-38 aircraft. Assigned to the wing were the 96th and 97th Flying Training Squadrons.
  
- 19 Sep 76      The first women entered undergraduate pilot training. Ten female students were in Class 77-08. First Lieutenant Christine E. Schott became the first woman to solo in the T-38. On 2 September 1977, Class 77-08 graduated. The ten women received their wings along with 36 male classmates. In March 1978, the 82d's first female instructor pilot, Capt Connie Engel, was assigned to the 97th Fighter Training Squadron to instruct T-38 students.
  
- 19 Oct 79      The wing was awarded the Air Force Outstanding Unit Award for exceptional meritorious service from 1 January 1978 to 30 April 1979.
  
- 20 Sep 85      Members of the 82d Flying Training Wing earned the Air Force Outstanding Unit Award for the period of 1 May 1983 to 30 April 1985.
  
- 01 Oct 87      Pilot training entries increased. A new class began every three and a half weeks instead of every six weeks. Class length increased from 49 to 52 weeks.
  
- 01 Jun 88      Air Training Command activated the 98th and the 99th Flying Training Squadrons to test a four-squadron organization. The test showed the wing needed a fifth squadron to provide operational support. On 1 September 1989, ATC activated the 100th Flying Training Squadron.
  
- 1992            With Williams AFB, Arizona, scheduled to close in 1993, ATC decided to move part of that base's T-38 fleet to Sheppard.

Prior to the establishment of glider mechanic training at Sheppard, the Army had used gliders on an experimental basis. About 90 instructors, mostly aircraft mechanic graduates, taught an average of 1,440 glider mechanic students per day, with a new class starting every 10 days.

On 6 September 1943, the Central Flying Command at Randolph Field, Texas, directed Sheppard to establish a Glider Classification School for training glider pilots. Sheppard was now home to two of the three schools that glider student pilots attended. The third school, at South Plains Army Air Field in Lubbock, Texas, taught advanced glider pilot training. Sheppard's glider flight officers went there to complete training.

On 9 October 1943, the 67th Basic Flying Training Squadron arrived from Goodfellow Field, Texas. The squadron's mission was to provide flying operations for the Glider Classification School. For the first time, Sheppard had a flying mission. Flying began in early 1944.



**Special Study Unit students studying Japanese, 1943**

In addition to providing a training environment for aircraft mechanics and glider mechanics and pilots, Sheppard Field also hosted a variety of other training during World War II, including instruction for B-29 engineers, C-82 transport mechanics, and helicopter pilots. The base reached a peak strength of 46,000 in October 1945, while serving as an Army Air Forces separation center.



### **Foreign Student Training**

Sheppard also briefly accommodated Free French soldiers during World War II. In September 1943, the base learned it would be receiving 100 Free French students, who would attend the airplane mechanics course. This training was short-lived, however, because in February 1944 all training on the B-25 transferred to Keesler Field in Mississippi.

### **Sheppard Field Inactivated**

In March 1946, instructors at Sheppard Field learned that their installation would be inactivated. For the local community, the news was not welcome. During the waning days of the great depression, Sheppard Field had helped buoy the area's depressed agriculture and oil-based economy. In its 57 months of operation, the field had pumped more than \$100 million into the local economy.

On 31 August 1946, the War Department placed Sheppard on inactive status. The 3706th Army Air Forces (later, Air Force Base) Unit remained at Sheppard from May 1944 to August 1948 as the caretaker unit. Then on 1 August 1948, the American flag was again unfurled over Sheppard, this time in response to the Cold War. Once again, Sheppard reported to Air Training Command.

### **Sheppard Field Reactivated**

On 26 August 1948, Air Training Command organized the 3750th Basic Training Wing. The wing consisted of five major organizations: the 3750th Station Hospital, the 3750th Air Base Group, the 3750th Maintenance and Supply Group, the 3750th Basic Training Group, and the 3760th Basic Training Group.

In January 1949, HQ ATC informed the 3750th Basic Training Wing that an airplane mechanics school would relocate to Sheppard from Keesler AFB. This announcement was especially fortuitous, since by January 1949 the flow of basic trainees had begun to slow. The number of new recruits had dropped by almost half, from 3,300 in January to 1,700 in February.

On 1 April 1949, Air Training Command discontinued the 3750th Basic Training Wing and established the 3750th Technical Training Wing to manage the Airplane and Engine Mechanics School and the Rotary Wing and Liaison Mechanic School.

### **Base Chronology**

29 Oct 01	The 819th Engineering Deployable Heavy Operational Repair Squadron Engineer Squadron from Malstrom AFB, Montana, arrived at Sheppard to begin construction on a new fire station at the end of the runway. The new \$270,000 project was projected to take 65 days to complete.
21-23 Feb 02	Sheppard hosted the Iwo Jima reunion for survivors of the famed World War II in the Pacific.
Apr 02	Sheppard's Madrigal Youth Center won a National Torch Club Merit Award from the Boys and Girls Club of America.
26 Apr-2 May 02	Sheppard AFB hosted 58 national civic leaders as part of the Secretary of Defense-sponsored Joint Civilian Orientation Conference. The JCOC was a week-long, multiservice orientation program for public opinion leaders to get acquainted with the strength and readiness of the United States armed forces.
Oct 02	In an effort to accommodate the base's growing population, construction began on a new dining hall on 9 th Avenue and Avenue F and a permanent party dormitory on Avenue E.
2 Oct 02	General Arthur J. Rooney Jr., 82 TRS Commander, attended a ribbon-cutting ceremony at the new Law Center built to replace the old Legal Center which burned down.
28 Apr 03	TSTV-14. Sheppard's new television system, started operations. Sheppard' Commander's Access Channel provided feature programs, base infomercials and national new broadcasts.
14 Jun 03	Sheppard AFB opened the new Heritage Center. The center had three exhibit rooms, a conference room, and an archival research room.

## Base Chronology

18 Apr 96	Buildings 1954 and 1956 (Propulsion and AGE) were respectively dedicated in honor of Major General Jerry D. Page and General Charles L. Donnelly, Jr., both former commanders at Sheppard.
8 Jul 96	Building 922 was dedicated in honor of Esther M. Blake, the first woman to enlist in the Air Force. United States Senator Kay Bailey Hutchinson participated in the dedication of Building 922.
22 Jan 97	Radar Maintenance completed installation of fiber optic modems for Precision Approach Radar making Sheppard the first installation in AETC to use this technology. This innovation reduce equipment downtime from inclement weather by more than 50 percent.
28 Apr 99	The 782d Training Group dedicated their new fuels training complex (named Ralph Daniel Hall) in honor of Chief Master Sergeant Ralph Daniel.
15 Jul 99	The Biomedical Equipment Course, housed in a new \$14.5 million facility, opened its doors to implement triservice training for the Army, Navy and Air Force.
14 Feb 00	Brig Gen Kris Cook, 82d Training Wing Commander and Col Kurt Cichowski, 80th Flying Training Commander, officially opened Sheppard's new Religious Education Center in building 962. Previously, the Religious Education Center was located in building 1658.
29 Jun 01	The 82 TRW's Learning and Development Center opened. The first to be built in Air Education and Training Command, the center was established to improve academic performance for airman in training.
Oct 01	The 882d Training Group constructed a 400-square-foot Dental Instrument Processing Center. The new processing center enabled Both the the Air Force and Navy to train students to the current standards for instrument sterilization.

In a massive airlift, Sheppard used ten C-47 aircraft to transport 12,500 men and 2.5 million pounds of freight from Biloxi, Mississippi, to Wichita Falls. An additional 913 tons of freight were shipped by truck and rail.

The Airplane and Engine Mechanics School began operating at Sheppard on 4 May 1949. Instruction had begun in the Rotary Wing and Liaison School on 20 April.

On 2 May 1949, hundreds of Sheppard airmen assembled on the flight line to see the world's largest mass-produced plane, the B-36 Peacekeeper. The plane was there for instructional purposes; Sheppard began its first B-36 class began on 30 November.

Also due to arrive were B-25s, B-50s, P-47s, and A-26s. The P-47s and A-26s, both of which were World War II-vintage aircraft with reciprocating engines, were especially useful in training foreign students. Between May 1949 and July 1952, over 650 foreign students received training at Sheppard under the Mutual Defense Assistance Program and the Mutual Security Act of 1949.

## Sheppard Becomes a Permanent Installation

As a result of the increase in specialized training and the number of graduates, Sheppard began to take on the quality of permanency. On 18 January 1950, Secretary of the Air Force Stuart Symington, to the delight of local community leaders, announced that he had selected the installation to be a permanent Air Force base, a designation that seemed appropriate when once again the base saw the number of its students and instructors rapidly increase in response to the outbreak of war in the Far East.

With the onset of the Korean War, all training activities at Sheppard immediately accelerated. Between December 1950 and July 1951, the base's in-training load increased from nearly 11,000 to over 15,000. In mid-December 1950, the first class of 37 students graduated from a special jet-engine mechanics course.

Despite going to a three-shift training schedule, Sheppard was unable to accommodate the influx of new students. For example, in the three-month period ending 30 September 1951, the aircraft mechanics course was

short some 1,000 graduates who, because of the wartime emergency, were diverted to more specialized training courses.



### **Armed Forces Day Parade in downtown Wichita Falls, 1952**

Six months after the armistice, the total base population had declined to 14,600 people, a loss of almost 9,000 Air Force personnel, including 5,353 students. By mid-1954, the population at Sheppard had dipped again to 9,644, with only 2,919 students in training--the lowest number since the base opened in October 1941.

During the 1950s, Sheppard became the most diversified training center in the Air Force. Comptroller, intelligence, and transportation training transferred from Lowry AFB, Colorado, in 1954, followed in 1958 by utilities and communication instruction from F.E. Warren AFB in Wyoming. One year later, Sheppard assumed responsibility for field training, previously under the oversight of the 3499th Field Training Wing at Chanute.

The organizational structure of the technical training bases also changed in the late 1950s, when Air Training Command decided to replace its technical training wings with numbered air force-equivalent centers. Effective 1 January 1959, HQ ATC redesignated the 3750th Technical Training Wing as the Sheppard Technical Training Center (STTC).

### **Ballistic Missile Training**

Sheppard's primary training mission had always consisted of aircraft maintenance courses. Maintenance on almost every type of aircraft in the

### **Base Chronology**

23 Oct 82	The 80th Flying Training Wing graduated its first ENJJPT class.
30 Oct 85	The Titan II missile training program ended.
Jul 89	Recommendations of the Base Realignment and Closure Commission became law. Chanute's closure would have a tremendous effect on Sheppard.
May 90	The first servicemen to transfer from Chanute to Sheppard as a result of the base closure process arrived in Wichita Falls.
Apr 91	The Base Realignment and Closure Commission announced a second round of base closures. Included was Lowry AFB. Its training would be dispersed to other ATC bases, including Sheppard. As a result, Sheppard became the Air Force's primary center for aircraft maintenance and munitions instruction.
01 Feb 92	HQ ATC redesignated Sheppard Technical Training Center as Sheppard Training Center; training wings became groups, and groups became squadrons.
01 Jul 93	When the Air Force decided to combine education and training under a single command, HQ USAF redesignated ATC as Air Education and Training Command (AETC). HQ AETC inactivated Sheppard Training Center, activating in its place the 82d Training Wing.
06 Oct 95	Workers completed construction of a third runway at Sheppard.
31 Dec 95	Almost \$260 million in base closure funds went into new construction to support training programs that came in when Chanute and Lowry closed. Officials at HQ AETC estimated Sheppard's student load jumped from about 3,000 in fiscal year 1992 to almost 5,000 in fiscal year 1995.

## Base Chronology

07 Jun 71	The USAF Medical Services School was redesignated as the USAF School of Health Care Sciences.
Jun 71	The USAF Helicopter School moved to Hill AFB, Utah, where it operated under the control of the Military Airlift Command.
01 Jul 71	Sheppard assumed operational control over all field training in Air Training Command.
10 Aug 72	The 3750th Technical School became the USAF School of Applied Aerospace Sciences.
01 Jan 73	Air Training Command activated the 80th Flying Training Wing at Sheppard. It replaced the 3630th Flying Training Wing.
1976	Through the Interservice Training Review Organization (ITRO), the services decided to consolidate veterinary training at Brooke Army Medical Center, San Antonio, Texas, and collocate certain civil engineering courses with the Army at Fort Leonard Wood, Missouri.
01 Apr 77	Air Training Command inactivated the USAF School of Applied Aerospace Sciences and activated in its place the 3700th Technical Training Wing.
10 Apr 79	A devastating tornado struck Wichita Falls, killing 45 people, including two Sheppard civilian employees. The technical training center discontinued its training mission for one week to assist the city in its recovery efforts.
12 Jun 80	Secretary of Defense Harold Brown announced the Air Force had selected Sheppard as the site for the cooperative Euro-NATO Joint Jet Pilot Training (ENJJPT) program, which would begin in October 1981.

Air Force inventory had been performed at the base. Beginning in 1955, the development of intercontinental ballistic missiles overshadowed the more traditional air crew training. Within four years, missile instruction became the largest training program taught by the technical training school. Of the 8,000 students enrolled at Sheppard on a daily basis, more than one-fourth were in missile training. Missile technicians came on-line with remarkable speed given the lack of training materials, equipment, facilities, and instructors. This training was all part of a plan by the Department of Defense to deploy as many intercontinental ballistic missiles as possible to offset a presumed Russian advantage in ballistic missiles.

On 3 October 1955, the Air Force made Sheppard the primary training center for the Atlas ballistic missile system. During the next two years, the base also became the prime center for the Jupiter and Thor intermediate range ballistic missiles, as well as the Titan intercontinental ballistic missile. By 1965 Sheppard had graduated more than 47,000 missile specialists. Thereafter, the pace of training slowed. Then in the mid-1980s, Sheppard ended its missile training program.

## 494th Bombardment Wing and the Cold War

Sheppard's participation in the Cold War assumed greater significance in the mid-to-late sixties, when the Air Force announced that Strategic Air Command (SAC) would put a B-52 wing at the base. On 5 January 1959, SAC activated the 4245th Strategic Wing. When the wing's first five B-52D Stratofortresses arrived on 15 January 1960, they landed on a new 13,100-foot runway, which the base had built to accommodate them.

On 15 November 1962, Strategic Air Command discontinued the 4245th. In its place, HQ USAF established and SAC activated the 494th Bombardment Wing, Heavy, also on 15 November. However Strategic Air Command did not organize (assign personnel to) the wing until 1 February 1963. The wing continued to operate at Sheppard until its inactivation on 2 April 1966.



**Air Force ROTC cadets get the “once over” as an inspection Team goes through their barrack.**

### **Helicopter Instruction**

#### **Pilot Training**

When the 494th inactivated, it left Sheppard with an empty 13,100-foot runway but not for long. In August 1965, an advanced party from Stead AFB, Nevada, arrived in a single H-19B helicopter to begin the ground work for moving helicopter training from Stead (which would close in 1966) to Sheppard. By year's end, twenty-six H-19Bs were in place for training purposes.

On 1 October 1965, Air Training Command activated the 3637th Flying Training Squadron (Helicopter) and assigned it to the center. Then on 10 December the command organized the 3630th Flying Training Wing at Sheppard and reassigned the 3637th to the wing. The wing reported directly to HQ ATC. Eighty percent of the wing's graduates went directly to Southeast Asia, and virtually all of its instructors were veterans of that conflict.

#### **Base Chronology**

- |           |  |
|-----------|--|
| Aug 65    | An advanced party from Stead AFB arrived in a single H-19B helicopter to set up a new helicopter instructional program.  |
| 01 Oct 65 | Air Training Command activated the 3637th Flying Training Squadron (Helicopter) and assigned it to the center.   |
| 10 Dec 65 | The command activated the 3630th Flying Training Wing and reassigned the 3637th Flying Training Squadron to the wing. The wing conducted helicopter pilot training for US, and, later, foreign students.   |
| 01 Mar 66 | The Medical Service School at Gunter AFB, Alabama, moved to Sheppard. It commenced formal training on 6 April. The school remained in operation at Sheppard through March 1967.  |
| 02 Apr 66 | Strategic Air Command inactivated its 494th Bombardment Wing and transferred its personnel to the 509th Bombardment Wing at Pease AFB in New Hampshire.  |
| 01 Jul 66 | The 3750th Technical School had six resident training departments: Aircraft Maintenance, Communications, Comptroller, Civil Engineering, Missile and Space, and Transportation.<br><br>The Department of Field Training was established as an off-base training department of the 3750th Technical School. |
| 24 Aug 66 | The 3630th Flying Training Wing began an undergraduate flying training program for German Air Force pilots. In 1967 US pilot trainees began training side-by-side with their German counterparts.  |
| 24 Oct 68 | A ribbon-cutting ceremony marked the opening of Sheppard's first 1,000-man dormitory--White Hall.  |



## Base Chronology

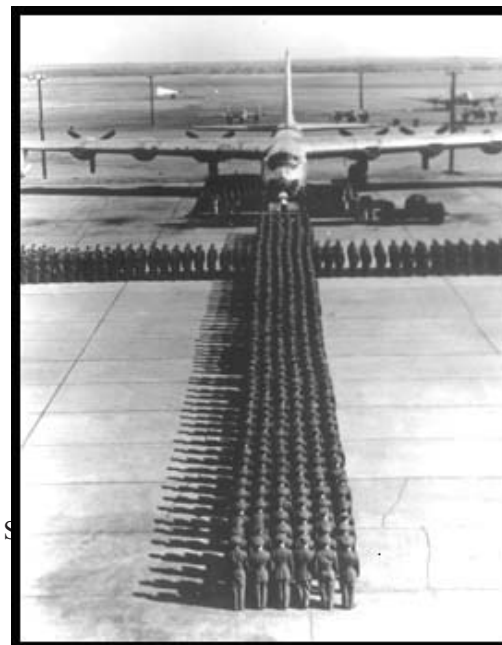
03 Oct 55	The Department of Guided Missile Training was instituted as the prime center for the Atlas intercontinental ballistics missile. The first resident class graduated 29 January 1960.
1957-1959	Sheppard became the prime center for Jupiter and Thor intermediate range ballistic missiles, as well as the Titan intercontinental ballistic missile.
1957-1958	The majority of civil engineering training moved to Sheppard from F. E. Warren AFB, Wyoming.
08 Jul 58	The Department of Civil Engineering Training was established.
01 Jan 59	Air Training Command redesignated the 3750th Technical Training Wing as Sheppard Technical Training Center.
05 Jan 59	Strategic Air Command brought the 4245th Strategic Wing on line at Sheppard. It was equipped with five B-52D models.
1959	Communications training moved to Sheppard from F.E. Warren AFB.
15 Nov 62	Strategic Air Command disbanded the 4245th Strategic Wing and at the same time activated the 494th Bombardment Wing, Heavy, at Sheppard.
03 Apr 64	A tornado struck the base, hospitalizing 12 persons and causing \$1.2 million in damage.
02 Sep 64	The first twin-jet CH-3C arrived from Stead AFB, Nevada, to be used in a new helicopter maintenance course at Sheppard.
1964	The Department of Intelligence moved back to Lowry AFB.

With the passage of time, the helicopter school began replacing its aging fleet of H-19s with T-1F Iroquois, as well as CH-3Cs, CH-3Es, and HH-43s. In 1970, at the direction of Congress, the Sheppard helicopter pilot training program ended. Future training would be provided by the Army.

## Maintenance Training

Helicopter maintenance training began at Sheppard Field during World War II and lasted until the base inactivated in 1946. It returned to Sheppard in 1949--transferred from Keesler, but in 1950 Air Training Command moved this training to San Marcos (later known as Edward Gary AFB), south of Austin, Texas.

When HQ USAF announced the closure of Edward Gary AFB in 1956, Air Training Command moved helicopter maintenance training back to Sheppard. Maintenance training remained at Sheppard until January 1995 when, as part of a joint training effort, the Air Force combined its courses with an Army program at Fort Eustis, Virginia. In the 1980s, Sheppard also conducted a helicopter flight engineer course. That program transferred to Kirtland AFB, New Mexico, in 1988.





## Air Force Medical Training

In January 1965, officials at HQ ATC sent a proposal to Washington to relocate the Medical Service School from Gunter AFB, Alabama, to Sheppard. With the phase down of missile training, Sheppard had ample classroom space to support the school. The Air Staff approved the proposal, and on 6 April 1966, the technical training school at Sheppard began this training.



In the Vietnam War, the school met increased student production by using multiple shifts and six-day training weeks. By fiscal year 1968, the number of medical technicians programmed to support the Vietnam War had grown by 25 percent. With the establishment of the Department of Biomedical Sciences on 1 April 1968, the school's organizational structure began to take on its modern character. Over the next two decades there were other changes, including the transfer of veterinary training to the Army in 1976. After a brief absence, medical readiness training returned to the base in 1982 when the school created a separate Department of Medical Readiness. Today, medical training is provided by the 82d Training Wing's 882d Training Group.

**The medical school conducted real world simulations to provide training for medical readiness personnel.**

## Base Chronology

28 Aug 48	Air Training Command discontinued Sheppard's 3706th Air Force Base Unit.
01 Apr 49	Air Training Command discontinued the 3750th Basic Training Wing and, in its place, established the 3750th Technical Training Wing.
20 Apr 49	Rotary wing aircraft instruction began.
02 May 49	The world's largest mass-produced plane, the B-36, came to Sheppard with the Aircraft and Engine Mechanics School, when it transferred from Keesler AFB, Mississippi.
04 May 49	The Aircraft and Engine Mechanics School opened.
18 Jan 50	Sheppard became a permanent Air Force installation.
Jun 50	With the onset of the Korean War, all training activities accelerated. Within a year, the base population had quadrupled to 37,698.
Jan 51	Workers completed a 7,000-foot north-south runway capable of handling the largest and fastest aircraft.
26 Jul 53	When the Korean War ended, Sheppard housed two percent of all airmen in the United States Air Force.
1954	Comptroller, transportation, and intelligence training transferred from Lowry AFB, Colorado, so Lowry could serve as the temporary home of the Air Force Academy.
13 Jun 55	The helicopter maintenance course returned to Sheppard from San Marcos.
11 Jul 55	Air Training Command established a Jet Indoctrination School at Sheppard to provide senior Air Force pilots, flight surgeons, and weather observers with familiarization training.

## Base Chronology

May 45	Sheppard gained B-29 flight engineer training from Lowry Field and helicopter pilot, maintenance, and rotary wing courses from Chanute Field. Sheppard also added a new C-82 aircraft mechanic course.
01 Jun 45	The 3706th AAF Base Unit (Basic Training Center) became the 3706th AAF Base Unit (Basic Training Center and Flying School--Helicopter and Liaison).
WW II	During the war, approximately 445,000 students completed basic training at Sheppard Field. Another 42,404 became trained aircraft mechanics, and 1,884 graduated from glider mechanics courses.
22 May 46	Sheppard began transferring helicopter and liaison training to San Marcos Field, Texas.
31 Aug 46	The War Department placed Sheppard Field on temporary inactive status.
17 Sep 46	Sheppard activated a separation center for the air, ground, and services branches of the Army. The center discharged more than 18,000 officers and enlisted personnel over a period of 10 weeks.
15 Oct 46	The finance office was the last remaining function at Sheppard Field to close.
01 Aug 48	Air Training Command activated Sheppard AFB as a basic training center. The first unit to be organized was the 3706th Air Force Base Unit.
26 Aug 48	Air Training Command designated and organized the 3750th Basic Training Wing at Sheppard and assigned it to the Indoctrination Division at Lackland. Five group-level organizations reported to the wing: the 3750th Air Base Group, the 3750th Maintenance and Supply Group, the 3750th Station Hospital, and the 3750th and 3760th Basic Training Group.

## Field Training

In 1958 ATC began refining the field training concept. Under the prime training center philosophy, a specific technical training center was responsible for a particular weapon system. This change allowed ATC to discontinue its field training wing at Chanute in 1959, since all field and mobile training requirements had been assigned to the various bases providing technical training. Then in 1966, with the closure of Amarillo, ATC moved the bulk of the field training mission to Sheppard.

The worldwide scope of Sheppard's training responsibilities took on increasing importance in the 1960s, when Air Training Command began providing helicopter pilot training for South Vietnamese students through field training detachments. Other mobile training teams went to Southeast Asia to train US Air Force and Vietnamese personnel in the maintenance and use of various new weapon systems. In 1968 field training reached the zenith of its student production when it graduated nearly 500,000 technicians. By the early 1990s, it looked as though field training would become resident training; however, that all changed in 1995 when the Air Force decided to continue field training.

## Euro-NATO Joint Jet Pilot Training

A new mission landed on Sheppard AFB in 1966, one that had an important role in rebuilding the German Air Force. On 24 August the 3630th Flying Training Wing embarked on an undergraduate flying training program for German pilots. For a short period in the 1960s, pilots from Nicaragua, Turkey, Ecuador, and other countries also participated in the program. The first pilots received their wings in early 1967.

Also, in early 1967, HQ USAF decided to train some of its own pilots with their German Air Force counterparts. The 3630th continued to provide this training until 1 January 1973, when Air Training Command replaced it with the newly activated 80th Flying Training Wing.

The 80th continued training German and US pilots until October 1981, when the United States and its NATO allies began a joint training venture, the Euro-NATO Joint Jet Pilot Training (ENJJPT) program, at Sheppard. This became the new mission of the 80th Flying Training Wing. The 80th is the only internationally manned and managed undergraduate pilot training program serving all NATO nations. In addition, the 80th is one of two AETC flying wings that administer in-house training for pilot instructors. The other is the 12th Flying Training Wing at Randolph AFB, Texas. So

far, the ENJJPT program has trained more than 3,300 pilots for the NATO alliance.

### **Contemporary Training and Organizational Changes**

Over the past 50 years, the training environment at Sheppard has undergone many changes. Television and televised classroom instruction appeared in the late 1950s. Then came computers and computer-assisted instruction. Today, Sheppard uses state-of-the-art technology in the classroom, as well as in the office. One of the places where exportable training has been most useful is in reducing the number of courses offered through field training, as managed by the 982d Field Training Group. Another area where technical training utilized computers was through the use of a fiber optic local area network of computer connected via a central data base.

Besides changes in training, Sheppard has also seen lots of organizational restructuring. Some of these changes have come about as the result of recent rounds of base closure, but the biggest changes came in response to Air Force Chief of Staff Gen Merrill A. McPeak's "Year of Organization" and "Year of Training" initiatives. Effective 1 February 1992, Air Training Command reorganized its technical training centers as objective centers. Sheppard Technical Training Center became Sheppard Training Center. The technical training and field training wings became groups, and the groups became squadrons.

Even greater change took place on 1 July 1993 when HQ USAF redesignated Air Training Command as Air Education and Training Command (AETC). At that time, AETC activated two numbered air forces: Second Air Force to manage technical training and Nineteenth Air Force to oversee flying training. At the same time, AETC inactivated all of its training centers and replaced them with two-digit wings. Instead of Sheppard Training Center, Sheppard's host unit was now the 82d Training Wing.

### **Base Chronology**

13 Oct 41	Base officials began aviation mechanics training.
21 Feb 42	The first aviation mechanics class graduated. World-famous contralto, Marian Anderson, performed at the ceremony.
13 Aug 42	Replacement Training Center became the new name for the Basic Training Center.
02 Sep 42	Officials established a Glider Mechanic School.
17 Apr 43	The first contingent of the Women's Army Auxiliary Corps (WAAC) arrived.
19 Apr 43	Sheppard began training B-29 flight engineers. A short time later Gen "Hap" Arnold ordered the school transferred to Smokey Hill Army Air Base in Salina, Kansas. The runway at Sheppard was not strong enough to withstand the heavy shock of repeated B-29 landings.
10 May 43	Sheppard Field established an Aviation Cadet Pre-Flight School.
Sep 43	The first 100 foreign students attended the airplane mechanics course.
06 Sep 43	Central Flying Training Command at Randolph Field, Texas, directed Sheppard Field to establish an Army Air Forces Glider Classification School for pilot training.
01 May 44	The War Department established the 3706th Army Air Forces Base Unit (Basic Training Center) to act as Sheppard's host unit.
14 Jan 45	The Pilot Liaison School held its first class for 30 field artillery officers destined to become Army liaison pilots.

## BASE CHRONOLOGY

1928	Building 2130, "The Little Adobe," was the terminal for Kell Field, the municipal airport for Wichita Falls. In World War II, Kell Field became part of Sheppard Field.
28-29 Nov 40	Major General Rush B. Lincoln, Commander, Air Corps Technical Training Command, met with local business leaders, and after touring four potential sites, chose the present site of Sheppard AFB for a new Army Air Corps training base.
04 Dec 40	The City of Wichita Falls agreed to provide \$75,000 to obtain land for a US Army air technical training school.
01 Feb 41	The War Department signed a lease with Wichita Falls officials for 604 acres of land for a training base. That included Kell Field.
17 Apr 41	Army Chief of Staff Gen George C. Marshall announced the new installation would be named Sheppard Field, in honor of Texas Senator Morris Sheppard, who had died eight days earlier.
12 Jun 41	Major construction began on a \$4.8 million contract for technical training school facilities and a \$1.76 million contract for a hospital.
14 Jun 41	Twenty permanent party personnel arrived from Chanute Field to establish a Post Headquarters and Air Corps Supply Depot.
19 Jun 41	The War Department approved a revised training plan for Sheppard Field. Along with its Aviation Mechanics School, Sheppard was also tasked to serve as a basic military training center.
19 Jun 41	Colonel Edward C. Black assumed command of Sheppard Field.



**The Air Force spent millions of dollars on military construction at Sheppard so the base could support training programs that transferred here when Chanute and Lowry closed.**

Currently, the wing includes four training groups. The 82d and 782d offer resident technical training in all aspects of aircraft maintenance (fixed wing and helicopter), aircraft structural repair, civil engineering, comptroller, electronics, and telecommunication. Annually, more than 20,000 military, civilian, and allied students attend more than 380 technical courses provided by these groups. The 882d Training Group offers formal instruction in six medical specialties and allied sciences to include biomedical sciences, dentistry, health service administration, clinical sciences, medical readiness, and nursing. Overshadowing medical and technical training in terms of graduates is the 982d Training Group. With "The World Is Our Classroom" as its motto, the 982d develops and conducts Air Force specialty code (AFSC)-awarding and advanced weapon system training worldwide on aircraft weapon systems, missiles, ground radar and communications, and space systems. Additionally, it provides general courses in ground equipment maintenance, fundamentals of electronics, and technical data usage.

A veteran returning to Sheppard will find it dramatically changed. Everywhere one looks the base is bursting at the seams with new construction. New training and support buildings and renovated training

facilities are all the result of the influx of training and students coming from two closure bases--Chanute and Lowry. Additionally, Sheppard has been the recipient interservice training with the Army and Navy, especially the medical and civil engineer career fields. Despite the physical changes, Sheppard has always been dedicated foremost to training airmen for the Air Force, and so it remains today. The achievements of the Air Force over the last 50 years are nothing if not a testament to the importance of training.

## **Bestowed Honors** (Earned by 82d Group)

### Campaign Streamers:

Air Combat, European-African-Middle Eastern Theater	
Air Offensive Europe	Northern France
Tunisia	Southern France
Sicily	North Apennines
Naples-Foggia	Rhineland
Rome-Arno	Central Europe
Normandy	Po Valley

Distinguished Unit Citations: Italy, 25 Aug 43  
Italy, 2 Sep 43  
Ploesti, Rumania, 10 Jun 44

## **Wing Honors**

Air Force Outstanding Unit Awards: 01 Jan 78 - 30 Apr 79  
01 May 83 - 30 Apr 85  
01 Jul 94 - 30 Jun 95  
**01 Jul 98 – 30 Jun 00**



## A SHORT HISTORY OF THE 82D TRAINING WING

### Bestowed History

The history of the 82d Fighter Group goes back to 13 January 1942, when the War Department constituted the 82d Pursuit Group (Interceptor). It was activated at Harding Field, Baton Rouge, Louisiana, on 9 February 1942. From February 1942 to 9 September 1945, the primary components of the group were the 95th, 96th and 97th Pursuit (later Fighter) Squadrons.

At the end of April 1942 when it had sufficient personnel and equipment, the 82d moved to Muroc, California, and started formation flying and gunnery and bombing training with P-38 Lightning aircraft. In May the War Department redesignated the 82d as a fighter group. The group left California in September and arrived in Ireland in October where it received additional training. At about the same time, the Allies launched their invasion of North Africa. By December 1942, Axis forces had repelled the Allied advance, and the long winter campaign had begun. It was at this time that the 82d Fighter Group moved to North Africa to serve with Twelfth Air Force.

Between Christmas and New Year's Day, the 82d operated from Tafaraoui, Algeria, to protect two convoys in an antisubmarine patrol. On 1 January 1943, the air echelon moved to Telerghma, Algeria, where it was joined by the ground echelon in February 1943.

The 82d soon distinguished itself in dogfights with enemy fighters while escorting bombers over Gabes, Sfax, Tunis, Bizerte, Kairouan, Sardinia, and other points. On 20 March 1943, while escorting B-25s in a sea search off Cape Bon, a group of P-38s engaged the enemy in an air battle. Even though they were outnumbered by 50 enemy fighters, the 82d emerged with 11 confirmed kills, 2 probables, and 2 damaged, while not losing a single bomber.

In April 1943, the group moved to Tunis to take part in the final phase of the campaign. On 11 April it destroyed 32 JU-52s during a fighter sweep against enemy transport planes that were coming from Italy to supply the crumbling Afrika Corps. The group scored hits on 14 April during a bombing mission on a large transport off Cape Zebid and on 8 May executed a bombing attack on the airdrome at Pantelleria.

Col Bernard Stecklein.....	06 Apr 88
Col Kurt B. Anderson.....	15 Jun 89
Col Roger A. Alexander.....	06 Aug 92
<b>Wing inactivated .....</b>	<b>31 Mar 93</b>
Maj Gen Dale C. Tabor .....	01 Jul 93
Brig Gen William L. Worthington, Jr .....	25 Oct 93
Brig Gen Michael E. Zettler .....	05 Jun 95
Brig Gen Scott C. Bergren .....	10 Feb 97
Brig Gen Sharla J. Cook .....	10 Apr 99
Brig Gen Michael A. Collings .....	13 Jul 01
Brig Gen Arthur J. Rooney, Jr. ....	27 Feb 02
Brig Gen James Whitmore .....	1 Jul 04

### Aircraft Assigned

#### 82d Group:

P-38.....	1942-45
P-51 .....	1947-49

#### 82d Wing:

P-51 .....	1947-49
F-51 .....	1948-49
T-37.....	1973-93
T-38.....	1973-93



The Tunisian campaign ended in May 1943. Between December 1942 and May 1943, the 82d Fighter Group flew 152 combat missions and 2,439 combat sorties. While escorting B-25, B-26, and B-17 bombers on 1,880 sorties, the group encountered 751 enemy aircraft, destroyed 199 of them, and lost 64 P-38s.

From July to August 1943, the 82d engaged in the liberation of Sicily while supporting bomber raids against Naples on 17 July and participating in the first raid on Rome on 19 July. It flew 191 combat missions, including 3,335 combat sorties; escorted 2,987 B-25s and 382 B-26s; and engaged in 57 skip and dive bombing attacks. The 82d destroyed 78 enemy planes, had 17 probables, and damaged 56, while losing only 11 P-38s.

During the invasion of Italy by the Fifth Army, between 6 and 18 September 1943, the group patrolled the beachhead at Salerno where the pilots flew a round-the-clock schedule, dive-bombing enemy transports, communications, and gun positions. They also flew low altitude reconnaissance missions through the Foggia area reporting crucial enemy activities. The movement of the 82d to Italy and its assignment to Fifteenth Air Force was part of the airpower buildup to provide fighter protection for the bombers of the Fifteenth Air Force, when they strafed and bombed Axis oil targets.

From January 1944 until May 1945, the P-38s of the 82d Fighter Group struck oil centers at Ploesti in Rumania, Blechhammer in Poland, Vienna in Austria, Dubova in Czechoslovakia, as well as in Hungary, France, and Yugoslavia. On 10 June 1944, the 82d participated in one of the most daring strikes of the war, bombing the Romano-Americano oil refineries at Ploesti, the most heavily defended target on the continent.

The 82d engaged in another spectacular episode when it used a single-seat fighter aircraft for the first time to rescue a downed fighter pilot on enemy soil. On 4 August 1944, while on a strafing mission against the airdrome at Focsani, Rumania, the aircraft flown by Capt E. Willsie was hit by ground fire. A veteran of 60 missions, Willsie radioed his position to the formation, crash-landed his plane, demolished it, and then hitched a ride in the lap of 2d Lt Richard T. Andrews, who had landed his P-38 in a pasture to rescue Willsie.

#### Bestowed Honors

When the war in Europe ended in May 1945, the 82d Fighter Group remained in Italy until it was inactivated on 9 September 1945. During the

#### Commanders

##### 82d Group:

1st Lt Charles T. Duke .....	Feb 42
Col Robert Israel, Jr. ....	ca 01 May 42
Col Robert Israel, Jr. ....	ca. 01 May 42
Lt Col William E. Covington, Jr. ....	17 Jun 42
Col John W. Weltman .....	04 May 43
Lt Col Ernest C. Young .....	2 Aug 43
Lt Col George M. MacNicol .....	26 Aug 43
Col William P. Litton .....	ca 01 Jan 44
Lt Col Ben A. Mason, Jr. ....	04 Aug 44
Col Clarence T. Edwinston .....	28 Aug 44
Col Richard A. Legg .....	22 Nov 44
Col Joseph S. Holtoner .....	04 Jun 45
Lt Col Robert M. Wray .....	16 Jul 45
Inactivated .....	09 Sep 45
Maj Leland R. Raphun .....	ca 01 Apr 47
Lt Col Gerald W. Johnson .....	02 Jun 47
Col Henry Viccellio .....	14 Jun 47

##### 82d Wing:

Col Edwin L. Tucker .....	15 Aug 47
Col Henry Viccellio .....	19 Jan 48
Col William B. Offutt.....	16 Feb 48
Col Henry Viccellio .....	08 Jul 48
Col William P. Litton .....	ca. 01 Oct 49
<b>Wing Inactivated .....</b>	<b>02 Oct 49</b>
Col Warren C. Moore.....	01 Feb 73
Brig Gen Norman C. Gaddis .....	16 Feb 74
Col William E. Brown, Jr.....	17 Jun 74
Col William S. Henderson, Jr.....	01 Mar 75
Col Carl G. Baily.....	12 Jun 76
Col Larry T. Cooper .....	11 Jun 77
Col William J. Breckner, Jr.....	17 Jul 79
Col Larry D. Dillingham .....	03 Mar 80
Col William L. Hiner.....	01 Jun 82
Col John E. Jackson, Jr.....	13 Apr 84
Col Terry C. Isaacson.....	10 Sep 85
Col William F. Flanagan .....	22 Sep 87

# LINEAGE AND HONORS

## Lineage

### 82d Group:

- 13 Jan 42: Constituted as the 82d Pursuit Group (Interceptor).
- 9 Feb 42: Activated at Harding Field, Louisiana.
- May 42: Redesignated as the 82d Fighter Group.
- Sep-Oct 42: Moved to Northern Ireland.
- Dec 42: Moved to North Africa.
- Oct 43: Moved to Italy.
- 9 Sep 45: Inactivated at Lesina, Italy.
- 12 Apr 47: Activated at Grenier Field, New Hampshire.
- 15 Aug 47: Assigned to the newly-activated 82d Fighter Wing.

### 82d Wing:

- 28 Jul 47: Established as the 82d Fighter Wing.
- 15 Aug 47: Organized at Grenier Field, New Hampshire. It was one of 29 temporary wings created to test wing-base organizational structure.
- 1 Aug 48: HQ USAF discontinued the temporary wing and activated the 82d Fighter Wing as a permanent establishment.
- 2 Oct 49: Inactivated.
- 22 Jun 72: While in inactivate status, HQ USAF redesignated the 82d Fighter Wing as the 82d Flying Training Wing.
- 1 Feb 73: HQ ATC activated the 82d Flying Training Wing at Williams AFB, Arizona.
- 31 Mar 93: Inactivated.
- 1 Jul 93: HQ USAF redesignated the wing as the 82d Training Wing and assigned it to AETC. On the same date, HQ AETC activated the 82d Training Wing at Sheppard and assigned it to Second Air Force.

war, the group accumulated an impressive record, earning 13 campaign streamers and 3 Distinguished Unit Citations. Campaign streamers included Tunisia; Sicily; Naples-Foggia; Rome-Arno; Southern France; North Apennines; Po Valley; Air Offensive, Europe; Normandy; Northern France; Rhineland; Central Europe; and Air Combat, European African Middle Eastern Theater. Distinguished Unit Citations included Italy, 25 August 1943; Italy, 2 September 1943; and Ploesti, Rumania, 10 June 1944.

## Activation of the 82d Wing

On 12 April 1947, the War Department activated the 82d Fighter Group at Grenier Field in New Hampshire, and assigned it to Strategic Air Command. The group was outfitted with F-51 aircraft, and it trained in long range fighter and fighter escort operations. A few months later, in August 1947, the Air Force decided to test a new type of organization called wing-base. Under this plan, a number of combat wings were established, including the 82d Fighter Wing on 28 July 1947; however, the Air Force did not organize (assign personnel) to the wing until 15 August. On the same day, the 82d Fighter Group became a subordinate component of the wing. The test continued until 1 August 1948, by which time the Air Force had decided to adopt this type of organization as its standard. As a result, on 1 August, the 82d Fighter Wing was discontinued, and the Air Force activated a permanent 82d Fighter Wing, still with the 82d Fighter Group assigned as a subordinate organization. The wing continued to operate at Grenier until its inactivation on 2 October 1949.

Between 18 August 1955 and 8 January 1958, the Air Force again activated the 82d Fighter Group; however, the wing remained inactive. This time the group reported to Air Defense Command. Its primary mission was to provide air defense for the northeastern United States. This period is also part of the history of the 82d Fighter Group that has since been bestowed upon the wing.

On 22 June 1972, HQ USAF redesignated the 82d Fighter Wing as the 82d Flying Training Wing. Air Training Command activated the wing on 1 February 1973 at Williams AFB in Arizona. Its mission was to conduct undergraduate pilot training in T-37 and T-38 aircraft. The wing graduated its first class of female pilots on 20 September 1977.

In 1991 Congress approved the second round of base closures, as identified by the Base Realignment and Closure Commission. On that list was Williams AFB. The base was to cease operation as of 30 September

1993. In a phased approach to closure, Air Training Command inactivated the 82d Flying Training Wing on 31 March 1993.

However, that was not the end of the relationship between Air Training Command and the 82d. On 1 July 1993, HQ USAF redesignated the 82d Flying Training Wing as the 82d Training Wing. At the same time, the wing was assigned to Air Training Command and Second Air Force. The 82d's new home was Sheppard Air Force Base. It took over the mission of the just inactivated Sheppard Training Center.

## ORGANIZATIONAL CHART

